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MASSACHUSETTS AERONAUTICS COMMISSION

ANNUAL REPORT - 1942

The annual report for 1942 will be necessarily brief because much of the information this report would usually contain should not be discussed during the present period when the country is at war.

AIRPORTS

With the aid of this Commission, funds have been made available by the Federal Government for the development or improvement of many municipally-owned airports with the result that the Commonwealth is now provided with a group of very good airports.

Three new fields have been developed and approved for operation.

REGULATION

The war has necessitated a far greater degree of regulatory action on private flying than has heretofore been exercised.

Immediately following the declaration of war, all aircraft were grounded and pilots had to be certified before they could take their ships off the ground. All essential cross-country flying within the defense zone was curtailed. All aircraft, unless staked or stored out under twenty-four hour guard, was rendered incapable of flight.

In February, 1942, airports had to be designated before they could operate.

In August, all civilian flying, not identified with the war effort, was stopped east of a line passing through North Grafton.

COOPERATION

The Commission has worked very closely with the Civil Aeronautics Administration in the enforcement of the above regulations and has used every effort to maintain as much private flying in the Commonwealth as possible. Because of this, there is a steady training program being carried on at most every airport in the State, continually providing new pilots to assist in the war effort. The State Police have assisted us materially in spreading and enforcing war-time regulations and local police have been very cooperative when contacted.

AIR MARKING

On orders from the War Department, air markers were obliterated throughout the Commonwealth under a W.P.A. project sponsored by this Commission. In a few cases, where the project was not able to eliminate the air markers, we have been successful in getting the private owners to take them off as a patriotic duty.

PERSONNEL

In December, Mr. Robert Love, one of our commissioners, resigned to enter the armed forces. In April, Mr. Gardiner Fiske, another commissioner resigned to enter the Army and Mr. Alexander H. Bright was appointed in his place. He left in May, 1942, to go on active military duty. On August 1, Mr. John Lasell, Director, went

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with the Army Air Corps. Mr. Lester Watson was appointed commissioner on August 23 and Mr. Percy N. Hall was also appointed at that time to replace the two commissioners who resigned.

STATISTICS

Because of existing conditions, we shall not follow our usual custom of publicizing aeronautical statistics within the Commonwealth but may say that many new operators and pilots from out of the state have located at our various airports, when their own were closed by the military ruling creating a vital defense area.

BALANCE SHEET - NOVEMBER 30, 1942

Personal Services	6,324.12	
Postage & Mailing	139.63	
Tel. & Tel.	485.31	
Travel	1,675.63	
Rentals	533.52	
Miscellaneous Services	601.79	
Stationery, Office Supplies etc.	46.37	
Miscellaneous Supplies & Equipment	199.79	
Gas & Oil	407.06	
Small Tools & Instruments	<u>506.90</u>	
Sub Total	\$ 10,920.12	
Revert to State Treasury	<u>11,399.88</u>	\$ 22320.00
Appropriation - Personal Services	9,060.00	
Expenses	<u>13,260.00</u>	22320.00

RECOMMENDATIONS

In the annual report of the Commission for 1940, we recommended that the Commonwealth take over the Boston Airport. This has since been accomplished. State funds of \$900,000 are available, \$250,000 of which is now being spent in lengthening the NE-SW runway by one thousand feet.

There is no question that after the war commercial flying will have increased rapidly and will require for efficient operation much longer runways and much larger airports than appeared necessary before the war. Transportation of both passengers and freight is playing an important part at the present time and will be of even greater importance at the end of the war.

The Commonwealth now owns two airports, the Laurence G. Hanscom Airport at Bedford and the Commonwealth Airport at East Boston. Both of these are designed to serve the great Boston metropolitan area and it is doubtful if even two will be

adequate in the future. However, regardless of the ultimate numbers required, one should be designated and developed to be the primary commercial air terminal with the most adequate and complete facilities; and for several reasons it appears that the site in East Boston is the best for this purpose. First, it is closest to the population, financial, and industrial centers of Boston. Second, it is most conveniently located for trans-shipment of air cargos by rail to and from all points in the Northeast. Third, it will be possible without intermediate steps, to trans-ship air and steamship cargos and passengers thus connecting with commonly used water routes to European points. A secondary advantage is that should large flying boats be used for ocean service, passengers from such boats could be landed immediately adjacent to the land airdrome from which they would proceed to their ultimate destinations.

At the present time, the airport at East Boston is dangerously inadequate in size and facilities, and will unquestionably be useless unless materially developed for the post-war purposes outlined above. We would, therefore, recommend very strongly that the Commonwealth develop this airport properly according to plans already prepared by the Department of Public Works and approved by the Commission.

The Laurence G. Hanscom Airport at Bedford is being developed by the Federal Government in a very substantial way. It will have three 5,000 foot runways which can be very easily extended to 7,000 feet. The Federal Government is protecting the approaches to it for a period of twenty-five years only, however, and as this airport will revert to the Commonwealth, we recommend that steps be taken now to extend the period of approach protection beyond that for which the Federal Government has arranged.

The Government has spent a substantial amount of money on the Barnes Airport in Westfield. It is suggested that the sum of \$25,000 be appropriated to improve the roads within the airport, which are in very bad shape.

We have confidential figures indicating expenditures by the Federal Government of many millions of dollars on airports in various parts of the state. These airports should be supervised and maintained for the benefit of the private flyers in the Commonwealth who are actually the original pioneers in aviation and deserve the assistance and cooperation of this Commission.

In order to carry out the policy outlined above, it is specifically recommended:

1. That the sum of three million dollars be appropriated for the improvement and development of the Commonwealth Airport, because it is inadequate in size and facilities to accommodate the commercial and military services now using it and because of the tremendous future for aviation in which Boston should certainly share.

Respectfully submitted,

CHANDLER HOVEY
JEROME C. HUNSAKER
JOHN M. WELLS
HERMAN A. MAC DONALD
EUGENE M. MC SWEENEY
PERCY N. HALL
LESTER WATSON